

**Cabinet**

**Report title:** Report to Authorise the First Round Public Consultation on a Preliminary Draft CIL Charging Schedule

**Wards:** All

**Portfolio:** Cabinet Member for Planning, Investment and New Homes: Councillor Matthew Bennett

**Report Authorised by:** Sue Foster: Strategic Director for Neighbourhoods and Growth

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**Report summary**

This report seeks authorisation for the first round public consultation on the Preliminary Draft Charging Schedule (PDCS) which proposes setting new CIL rates for new development in Lambeth.

**Finance summary**

The report seeks authorisation to commence a public consultation to increase CIL rates from 2020/21.

It is projected that adoption of the new rates can increase CIL collection from £45.97m to £73.84m for the period 2020/21 - 2024/25.

**Recommendations**

1. To authorise the first round public consultation from 22 October until 17 December 2018 on the Preliminary Draft Charging Schedule which proposes new CIL rates, to be held simultaneously with the public consultation on the Local Plan and Transport Strategy.

**1. Context**

- 1.1 The Community Infrastructure Levy (CIL) is a charge on new development that helps to fund infrastructure like transport, schools, health facilities, and parks, needed to support development. Lambeth’s CIL Charging Schedule has been in place since 1 October 2014. It was approved by a resolution of the full Council on 23 July 2014 and followed two rounds of public consultation and submission to an Examination in Public as required by the Community Infrastructure Regulations 2010 as amended (“the CIL Regulations”).
- 1.2 The rates that were approved are set out in Figure 1 below:

**Figure 1: Lambeth CIL Charging Schedule – October 2014**

<b>Development type</b>	<b>Zone A – Waterloo and Vauxhall</b>	<b>Zone B – Kennington, Oval and Clapham</b>	<b>Zone C – Streatham, West Norwood, Streatham Hill, Tulse Hill, Brixton and Herne Hill</b>
<b>Residential</b>	£265	£150	£50
<b>Hotel</b>	£100	Nil	Nil
<b>Office</b>	£125	Nil	Nil
<b>Student accommodation</b>	£215	£215	£215
<b>Large Retail Development*</b>	£115	£115	£115
<b>Other Retail</b>	Nil	Nil	Nil
<b>All other uses not identified above</b>	Nil	Nil	Nil

\*Large retail development is defined as being either retail warehouses or superstores/ supermarkets, where:

- Retail warehouses: are large stores specialising in the scale of household goods (such as carpets, furniture, and electrical goods), DIY items and other ranges of goods catering for mainly car-borne customers.
- Superstores/supermarkets: are shopping destinations in their own right, selling mainly food or food and non-food goods, which must have a dedicated car park.

- 1.3 A development is liable for CIL if the development comprises one or more dwellings or if it is not a residential development, where it includes 100m<sup>2</sup> or more of new-build floorspace. CIL is charged on the gross internal area (GIA) of a chargeable development based on the formula below:

$$R \times A \times IP/IC$$

where:

- R = A given relevant rate;
- A = the deemed net GIA floorspace area of the development chargeable at rate R;
- IP = the index figure for the year in which planning permission was granted (which is the BCIS index figure for 1st November of the preceding year);
- IC = the index figure for the year in which the CIL charging schedule containing rate R took effect (which is also the BCIS index figure for 1st November of the preceding year).

- 1.4 Apart from Lambeth CIL, Lambeth also collects Mayoral CIL on behalf of the Mayor of London. Mayoral CIL has been in effect since 1 April 2012 and is charged at a flat rate of £35 plus indexation per square metre of new and net chargeable floorspace generated by developments in the borough. The Mayor of London is proposing to increase the Mayoral CIL rates in Lambeth to £60 per square metre from April 2019 and to include Waterloo, Vauxhall and Nine Elms in London's Central Activities Zone Charging Band where MCIL2 rates for office, retail and hotel are proposed to be charged at £185, £165 and £140 respectively per square metre. Previously, Waterloo, Vauxhall and Nine Elms were not included in this charging area where developers were required to pay tariff-based Crossrail Section 106 contributions which were higher than Mayoral CIL.

1.5 CIL becomes due only on commencement of development. Figure 2 below provides an indication of the amount of CIL that has been collected for both Mayoral CIL and Lambeth CIL until March 2018.

**Figure 2: CIL collection April 2012 to March 2018**

<b>Year</b>	<b>Mayoral CIL ( £ )</b>	<b>Lambeth CIL ( £ )</b>
2012/13	834,584.86	N/A
2013/14	4,394,141.57	N/A
2014/15	4,578,410.45	54,532.50
2015/16	4,689,527.66	3,256,951.18
2016/17	9,761,265.65	14,467,985.33
2017/18	1,481,424.25	2,786,073.10
<b>TOTAL</b>	<b>25,739,354.44</b>	<b>20,565,542.11</b>

1.6 The Council has started allocating Lambeth CIL receipts towards infrastructure projects. As at June 2018, a total £9.1m has been allocated from Strategic CIL. At the end of March 2018, £960k had already been spent towards infrastructure needed to support development as identified in the Local Plan. Appendix A provides details of Lambeth CIL allocations as at June 2018 and also lists the infrastructure projects for which Lambeth CIL had been drawn down in March 2018.

1.7 Up to 25 per cent of CIL receipts from developments in a neighbourhood area are allocated towards Neighbourhood CIL. Neighbourhood CIL is a proportion of CIL receipts where the Council must engage with local stakeholders on how CIL can be spent locally. Co-operative Local Investment Plans (CLIPs) are the vehicle for this. CLIPs are non-statutory documents setting out priorities in CLIP areas to inform how Neighbourhood CIL will be spent locally, based on public engagement. Lambeth is divided into seven geographical areas in which CLIPs will be operating: Waterloo, North Lambeth, Stockwell, Brixton, Clapham, Streatham and Norwood. A phased programme of CLIPs development is being delivered across the borough. The CLIPs for Stockwell, Norwood, North Lambeth and Waterloo have already been completed. Work on the Brixton CLIP will begin in September 2018. Clapham and Streatham will follow. Details of Neighbourhood CIL allocations are also provided in Appendix A.

1.8 As required by the CIL Regulations, the Council also published alongside the CIL Charging Schedule a list of the types of infrastructure to be funded in whole or in part by CIL. This is known as the Regulation 123 list. When granting planning permission for any development after publishing its CIL Charging Schedule, the Council may not include a planning obligation (under Section 106 of the Town & Country Planning Act 1990) to secure contributions for any infrastructure that is included in the list. Following a public consultation early this year, the Council amended the Regulation 123 list from 1 July 2018. A copy of the amended Regulation 123 list is provided in Appendix B. The purpose of the amendment is to enable agreements under Section 106 or under Section 278 of the Highways Act 1980 to provide site-specific mitigation, including the provision of infrastructure that is included in the Regulation 123 list. In the case of any Section 106 agreements, these in turn may only be entered into if the obligation is (a) necessary to make development acceptable in planning terms; (b) directly related to the development and (c) fairly and reasonably related in scale and kind to the development (tests in Regulation 122(2)).

1.9 The Borough Plan (2016) puts good growth at the heart of the Council’s objectives as set out in the document Future Lambeth 2016-21. To deliver against all three Future Lambeth key outcomes – *Inclusive Growth*, *Reducing Inequalities*, and *Strong and Sustainable Neighbourhoods* – effective planning and delivery of development, and crucially, its associated infrastructure are vital to encourage investment and regeneration that benefits all. CIL provides an important resource to enable the Council to deliver these objectives.

## 2. Proposal and Reasons

- 2.1 Authorisation is being sought for a first round public consultation on the Preliminary Draft Charging Schedule being proposed as follows in Figure 3:

**Figure 3: Proposed Lambeth Preliminary Draft Charging Schedule 2018**

Development Type	Zone A – Waterloo and Vauxhall	Zone B – Kennington, Oval and Clapham	Zone C – Tulse Hill, Brixton and Herne Hill	Zone D – Streatham, West Norwood, Streatham Hill
Residential including co-living schemes or shared accommodation	£500	£350	£250	£200
Self-contained sheltered housing, self-contained extra care schemes and care homes	£250	£175	£100	£100
Hotel	£200	£200	£200	£200
Office	£225	£225	Nil	Nil
Large retail development*	£225	£225	£225	£225
Other retail	Nil	Nil	Nil	Nil
Student accommodation	£400	£400	£400	£400
All other uses not identified above	Nil	Nil	Nil	Nil

\*Large retail development is defined as either one of the following:

- Superstores/supermarkets/shopping mall/shopping centre/shopping arcade which are shopping destinations in their own right, with over 280m<sup>2</sup> of retail space, with or without a dedicated car park; or
- Retail warehouses which are large stores over 1000m<sup>2</sup> specialising in the sale of household goods (such as carpets, furniture, and electrical goods), DIY items and other ranges of goods catering for mainly car-borne customers.

- 2.2 The proposed rates represent a significant increase over previous rates with indexation applied. Also, where previously there were three charging zones, the Preliminary Draft Charging Schedule proposes four zones with Brixton and Herne Hill having its own charging zone separate from the charging zone for Streatham and West Norwood. Figure 4 below compares the proposed rates with the 2014 rates with indexation applied in 2018, 2019 and 2020.

**Figure 4: Comparison of proposed rates with 2014 rates indexed to 2018, 2019 and 2020**

Development Type	Zone	2014 rates	2018 indexed rates	2019 indexed rates	2020 indexed rates	Proposed rates
Residential including co-living schemes	Zone A	265.00	359.25	349.27	362.57	500.00
	Zone B	150.00	203.35	197.70	205.23	350.00
	Zone C	50.00	67.78	65.90	68.41	250.00
	Zone D	50.00	67.78	65.90	68.41	200.00
Residential including self-contained sheltered housing or extra care schemes and care homes	Zone A	-	-	-	-	250.00
	Zone B	-	-	-	-	175.00
	Zone C	-	-	-	-	100.00
	Zone D	-	-	-	-	100.00
Offices	Zone A	125.00	169.46	164.75	171.03	225.00
Large retail	Whole Borough	115.00	155.90	151.57	157.34	225.00
Hotel	Zone A	100.00	135.56	131.80	136.82	200.00
Student housing	Whole Borough	215.00	291.46	283.37	294.16	400.00
All Other Uses	Whole Borough	-	-	-	-	-

BCIS rate	239	324	315	327
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- 2.3 The increase is necessary to keep up with the increase in land values in Lambeth and capture as much planning gain as might be possible without deterring development and to meet wider planning policy objectives.
- 2.4 A map of the four CIL Charging Zones proposed for PDCS 2018 is provided in Appendix C.
- 2.5 Lambeth's Infrastructure Delivery Plan (IDP) has been updated to provide the infrastructure planning evidence as required when setting new CIL rates and to support the partial review of the Local Plan. The IDP is provided in Appendix I. The IDP identifies the infrastructure needed to meet the growth arising from development in at least the first five years of the proposed update to the Local Plan. The IDP also considers whether funding is available to deliver that infrastructure and establishes the funding gap which justifies the proposed new CIL rates. The 2018 IDP estimates the funding gap to be at least £165 million or 49 per cent of the estimated total cost of infrastructure for the period 2020/21 to 2024/25.
- 2.6 The recommended CIL rates set out in the Preliminary Draft Charging Schedule have also been tested for viability. The general principle that was applied by the viability study is that charging authorities should strike an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact upon the economic viability of development across their area. Alternative levels of CIL were tested in combination with the cumulative impact of:
- Emerging London Plan policies (in the draft new London Plan November 2017)
  - Lambeth's emerging new Local Plan policies
  - The combined Mayoral and Council requirements for planning obligations
  - Proposed new levels of Mayoral CIL (MCIL2) for Lambeth
- 2.7 The 2018 Viability Study tested a range of development types throughout the London Borough of Lambeth to assess the extent to which the viability of potential development sites allows for changes to the rates of CIL in the context of the cumulative impact of proposed development plan policies and planning obligations. The full viability study is provided in Appendix J. Below is a summary of the study's findings:
- (a) **Residential schemes.** House prices in Lambeth have followed recent national trends in which sales values have increased at a faster rate than build costs. By February 2018, sales values had increased by 109% in comparison to the lowest point in the cycle in April 2009, or 61% higher than the previous peak in October 2007. Particularly in the centre and the south of the borough, sales values have increased significantly since evidence underpinning the Council's first CIL Charging Schedule was prepared. Consequently, residential schemes can absorb higher levels of CIL. Developments in the centre and south in particular have increased capacity to make a higher contribution towards community infrastructure than was previously the case. The four charging zones as proposed reflect the differences in sales values between sub-markets, taking into account the fact that values in Brixton and Herne Hill are higher than other areas in the south of the borough.
- (b) **Housing for older people.** There are no charges for extra care, sheltered housing and care homes in the current CIL Charging Schedule. In general, housing for older people were found not to be viable when tested against higher value benchmarks. These types of development are unlikely to come forward on sites with higher value existing use. Where these types of development are viable, they have less capacity than general purpose residential schemes to contribute towards infrastructure. They are also fewer in number than general purpose residential schemes and will therefore make a significantly smaller contribution to housing numbers. It was therefore recommended that a CIL rate of around half of the residential rates be adopted for housing for older people.

- (c) **Offices.** Office rents have increased significantly in Zone A and to a lesser extent in Zone B. While rents have increased in the rest of the borough, the extent of increase is lower and there are fewer proposals for new office space in Zones C and D as proposed. As a consequence, capacity to absorb CIL contributions is enhanced in new developments with a suggested increased rate of £225 per square metre. It is recommended that this rate could be extended from Zone A to cover Zone B.
- (d) **Retail.** The definition for large retail development is being amended to ensure clarity. The current Charging Schedule includes a definition for large retail development as either retail warehouses or superstores/supermarkets with a brief description for each but with no reference to floorspace size. This has caused some confusion. The proposed Preliminary Draft Charging Schedule now adopts the definition for large retail as accepted in other CIL examinations, including Lambeth’s previous CIL examination. The differentiation between large retail and other retail will be retained. Small retail development tends to involve mere recycling of existing retail floorspace with limited scope for new additional floorspace. Large retail developments are capable of generating greater surplus value and can absorb increased CIL contributions.
- (e) **Hotel and student accommodation.** Hotel and student housing developments generate high surplus residual values and are able to absorb increased CIL charges. The rates for hotel can be extended from Zone A to cover the entire borough.
- (f) **Other uses.** It is recommended that all other uses that have not been identified in the Preliminary Draft Charging Schedule will continue to attract a NIL charge.

2.8 The proposed Preliminary Draft Charging Schedule now puts Lambeth’s CIL rates more in line with the CIL rates of neighbouring London boroughs. Appendix D provides a comparison of the CIL rates adopted by London boroughs surrounding and including Lambeth without indexation applied. Appendix E compares Lambeth CIL rates with those from other London boroughs with indexation applied.

2.9 Assuming that the new CIL rates proposed in the Preliminary Draft Charging Schedule are adopted and take effect from April 2020, it is projected that the CIL income that will be raised from new developments will total £73.8 million in five years to 2024/25. This will meet up to 22 per cent of the cost of infrastructure for the same period or 45 per cent of the anticipated infrastructure funding gap. Appendix F provides detailed projections of CIL income by use and charging zone for each financial year from 2020/21. The projections are based on an analysis of the housing trajectory for Lambeth combined with average floorspace figures for various types of non-residential uses in the last six years since April 2012. Appendix G provides a graph charting projections of potential CIL liability based on current rates and proposed rates overlaid on a graph of the residential pipeline from 2018/19 to 2024/25.

2.10 There are no plans for the Council to have its own instalment policy other than that offered by the Mayor of London as set out in Figure 5:

**Figure 5: Mayor of London’s CIL Instalment Policy**

Amount of CIL liability	Number of instalments	Amount or proportion of CIL payable in each instalment, and when payments are due
£100,000 or less	1	Total amount payable within 60 days of commencement of development.
£100,001 or over	2	The greater of £100,000 or half the value of the total amount, payable within 60 days of the commencement of development. • The remainder within 240 days of commencement of development.

- 2.11 No further amendments to the Regulation 123 List are recommended. Alongside charging for CIL, Section 106 agreements will continue to be negotiated to secure site-specific mitigation including affordable housing, employment contributions, carbon offset contributions and infrastructure that will be necessary to make development acceptable where otherwise this would be unacceptable provided that these meet the tests in Regulation 122(2).
- 2.12 Lambeth currently allows for the payment of CIL Liability, in part or full, through either the provision of land, or infrastructure provision directly by developers, at the discretion of the Council. The Council also offers discretionary relief for social housing, for charities and for exceptional circumstances that may apply to individual schemes. This will continue. No change is recommended.
- 2.13 The Council will continue to set aside 25 per cent of local CIL receipts for local projects with funding from Neighbourhood CIL. This will continue to be carried out through Co-operative Local Investment Plans (CLIPs) which will be implemented across seven geographical areas in Lambeth, namely: Waterloo, North Lambeth, Stockwell, Clapham, Brixton, Streatham and Norwood.
- 2.14 A Consultation Plan for the Preliminary Draft Charging Schedule is provided in Appendix H. This will be held simultaneously with the first round public consultation on the partial review of the Local Plan which is set for 22 October to 17 December 2018.
- 2.15 The PDCS is the first step in the process of adopting a revised CIL Charging Schedule. Following the first round public consultation, comments received in response to this consultation on the PDCS will be considered and if required, the schedule will be amended as appropriate. Afterwards, a Draft Charging Schedule will be produced which will go through a second round of public consultation. The Draft Charging Schedule will then be finalised, along with the evidence base and comments received to date, and this will be submitted to the Planning Inspectorate for examination in public, possibly alongside the new Local Plan for Lambeth. The Council intends to adopt a revised CIL Charging Schedule in 2020.

### **3. Finance**

- 3.1 The review of the existing CIL rates was undertaken by consultants BNP Paribas. One of the conclusions of the review was that the existing CIL rates could be increased without having a negative effect on the level of future development.
- 3.2 It is projected that the adoption of the new rates can increase CIL collection from £45.97m to £73.84m for the period 2020/21 - 2024/25.
- 3.3 CIL will fund both capital and revenue infrastructure projects within the borough.
- 3.4 All costs associated with the review of CIL rates will be met within existing budgets.

### **4. Legal and Democracy**

- 4.1 Section 206 of the Planning Act 2008 allows the Council (as a charging authority) to charge CIL in respect of development of land in the Borough. The overall purpose of CIL is to ensure that costs incurred in providing infrastructure to support the development of an area can be funded (wholly or partly) by owners or developers of land. Development is defined in Section 209 of the Planning Act 2008 (subject to qualifications in the CIL Regulations) as: (a) anything done by way of or for the purposes of the creation of a new building; or (b) anything done to or in respect of an existing building.

- 4.2 Paragraph 1.5 above confirms that CIL only becomes due on commencement of development. Regulation 7 of the CIL Regulations stipulates when development is treated as commencing. In general terms this is the earliest date on which any material operation begins to be carried out on the relevant land.
- 4.3 Section 211 of the Planning Act 2008 requires the Council to have a charging schedule setting rates and other criteria, by reference to which the amount of CIL chargeable in respect of development in its area is to be determined.
- 4.4 In setting rates or other criteria, the Council must have regard, to the extent and in the manner specified by the CIL Regulations, to:
- (a) the actual and expected costs of infrastructure;
  - (b) the matters specified by the CIL Regulations relating to the economic viability of development, which may include, the actual or potential economic effects of planning permission or of the imposition of CIL;
  - (c) other actual and expected sources of funding for infrastructure.
- 4.5 Section 212 of the Planning Act 2008 requires the Council to appoint an examiner to examine the draft charging schedule. Section 213 provides that the Council can only approve a charging schedule where:
- (a) the examiner under Section 212 has recommended approval, and
  - (b) subject to any modifications recommended by the examiner.
- 4.6 The Council is required to approve the charging schedule at a meeting of the Council, and by a majority of votes of members present.
- 4.7 Once approved the Council is required by the provisions of the CIL Regulations to:
- (a) publish the charging schedule on its website;
  - (b) make the charging schedule available for inspection;
  - (c) give notice by local advertisement of the approval of the charging schedule, that a copy of the charging schedule is available for inspection, and of the places at which it can be inspected;
  - (d) give notice to those persons who requested to be notified of the approval; and
  - (e) send a copy of the charging schedule to each of the relevant consultation bodies.
- 4.8 As noted in the report, Regulation 122(2) of the CIL Regulations sets out the tests to be met before a Section 106 obligation may be entered into for development. These are set out in paragraph 1.8 above. All three of these tests must be met.
- 4.9 Regulation 123(3) of the CIL Regulations states that funding or provision of an infrastructure project or type of infrastructure may only be obtained for a maximum of five Section 106 agreements in the Borough which provide for the funding or provision of that project or type of infrastructure.
- 4.10 This proposed key decision was entered in the Forward Plan on 23 July 2018 and the necessary 28 clear days' notice has been given. The report will be published for five clear days before the decision is considered by Cabinet. Should it be approved, a further period of five clear days, the call-in period, must then elapse before the decision becomes effective. If the decision is called-in during this period, it cannot be enacted until the call-in has been considered and resolved..

## **5. Consultation and co-production**

- 5.1 The consultation plan is outlined in Appendix H. After this first round public consultation, comments received in response to this consultation on the PDCS will be considered and if required, the schedule will be amended as appropriate. Afterwards, a Draft Charging Schedule will be produced which will go through a second round of public consultation.

## **6. Risk management**

- 6.1 The main risk in increasing CIL rates is that this might be set at too high a level that it might deter development from coming forward. It is therefore important that the proposal to revise CIL rates is supported by a viability study that would ensure an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact upon the economic viability of development across their area. The findings of the viability study show that with the continued rise in property prices throughout the borough, developments can absorb higher CIL rates and have increased capacity to make a higher contribution towards community infrastructure.

## **7. Equalities impact assessment**

- 7.1 A full Equalities Impact Assessment (EIA) was completed in the run up towards adoption of Lambeth's CIL Charging Schedule from late 2012 until October 2014 when Lambeth CIL took effect. An EIA was also completed in January 2017 when the Council agreed the delivery framework and allocation criteria for Co-operative Local Investment Plans (CLIPs) in respect of Neighbourhood CIL.
- 7.2 The first EIA on CIL noted as follows: "The introduction of CIL should, in principle, benefit all groups by contributing to the delivery of strategic and local infrastructure and helping to achieve more sustainable development. CIL payments will be used to fund infrastructure such as delivery of new school places, health facilities, public realm, open space projects and therefore it is anticipated it will generate benefits for all equality groups. Any possible impacts would arise at the time money is secured through CIL and new or improved infrastructure is actually delivered; impacts will not arise directly as a result of the CIL Charging Schedule itself." The conclusions and analysis from that EIA dated May 2013 continues to be relevant and accurate in respect of the changes in the CIL rates as proposed for the Preliminary Draft Charging Schedule in 2018. It has been agreed with the Council's Equalities Officers that a full EIA will not be required for changes to the CIL rates that are currently being considered.
- 7.3 As a charge on development, CIL does not adversely impact any of the equalities groups. Based on Lambeth's current CIL Charging Schedule, even with changes in the rates being proposed, only developments that construct residential units, offices, hotels, large retail, and student accommodation will attract a Lambeth CIL Charge. Anything outside these types of developments will not have to pay Lambeth CIL. Liability for CIL is assessed purely on whether a development comprises one or more dwellings or whether it includes 100m<sup>2</sup> or more of new-build floorspace. Any development that does not fall into these two criteria is not assessed at all for CIL liability. Since Lambeth CIL took effect in October 2014 until March 2018, a total 385 developments have been notified of their potential liability for Lambeth CIL totalling £83,509,632.42. This is in fact a very small proportion of the amount of planning decisions that the Council issues, i.e. around 2,500 just for one year.

- 7.4 For developments that may be liable for Lambeth CIL, the CIL Regulations offer a number of possible exemptions and reliefs from paying the levy which will benefit equalities groups. These include the following:
- (a) **Social housing relief** (mandatory and discretionary) for developments that provide affordable housing, including discounted market housing units for which discretionary relief is available.
  - (b) **Charitable relief** (mandatory and discretionary) mainly for developments owned by charities and where the development will be wholly or mainly used for a charitable purpose, but also where development will be used as an investment where the profits will be applied for charitable purposes.
  - (c) **Exemption for self-build housing** for developments that comprise a dwelling which will be occupied by the self-builder as their main sole residence.
  - (d) **Exemption for residential annexes or extensions** which relates to a development that comprises a residential extension or residential annex.
  - (e) **Discretionary relief for exceptional circumstances** which is available to any development where payment of Lambeth CIL will have an unacceptable impact on the economic viability of the development and where granting relief would not constitute state aid that requires notification of the European Union.
- 7.5 Since Lambeth CIL took effect in October 2014, 32 applications for CIL relief have been approved involving 70,000 m<sup>2</sup> of floorspace with a total value of £8.6m as follows in Figure 6:

**Figure 6: Lambeth CIL Relief 2014 - 2018**

<b>Type of Relief</b>	<b>Floorspace (m<sup>2</sup>)</b>	<b>Relief Amount (£)</b>	<b>Number of applications</b>
Extensions Relief	345.60	34,274.94	3
Self-Build Relief	1,584.60	333,169.62	9
Social Housing Relief	64,882.63	7,691,419.38	18
Social Housing Relief (Discretionary)	3,207.60	517,528.74	2
<b>Grand Total</b>	<b>70,020.43</b>	<b>8,576,392.68</b>	<b>32</b>

- 7.6 As an additional resource for the Council, CIL provides a positive benefit for all equalities groups. As the 2013 EIA for CIL states: “The infrastructure and services that CIL will provide (for example schools, medical and community facilities, improvements to green open spaces, and transport) will enhance accessibility and liveability of all sectors of society, including all equality groups.” Appendix A provides a list of the types of infrastructure projects for which CIL funds have been allocated or drawn down. Appendix I provides the updated Infrastructure Delivery Plan which identifies the infrastructure projects required to support development for the period 2020/21 to 2024/25 covered by the new Local Plan. All infrastructure that is wholly or partly funded by CIL benefits the whole borough, including all equalities groups.
- 7.7 One example of the benefit that CIL provides to equalities groups is the Community Disabled Go project which has been allocated £9,300 in funding from Neighbourhood CIL. The project aims to have more Lambeth venues included on Disabled Go's London Borough access guide which provides detailed information on accessibility for a range of venues and places of interest, such as Council offices, dentists, doctors and libraries. The investment will allow the Council to survey more venues with a particular focus on leisure facilities in the borough. To encourage more venues to be assessed, disability awareness raising and training events will be held, co-produced with local disabled residents with a range of impairments.

## 8. Community safety

8.1 CIL can provide for infrastructure and measures that contribute towards the safety of the local population in Lambeth.

## 9. Organisational implications

### 9.1 Environmental

CIL provides for environmental improvements that will benefit the local population in Lambeth.

### 9.2 Staffing and accommodation

None.

### 9.3 Procurement

Not applicable.

### 9.4 Health

CIL provides for infrastructure and improvements in healthcare facilities that will benefit the local population in Lambeth.

## 10. Timetable for implementation

10.1 The review of the CIL Charging Schedule is based on the timetable below:

Timing	Lambeth CIL2	Local Plan Review	Evidence	Council decision
22 October - 17 December 2018	Preliminary draft charging schedule	Regulation 18 Part 2 – consultation on Draft Revised Lambeth Local Plan	Published for comment: <ul style="list-style-type: none"> <li>Updated IDP, based on new housing target</li> <li>Comprehensive viability assessment of LPR + MCIL2 + Lambeth CIL2</li> </ul>	Cabinet or Cabinet member decision to consult
Quarter 1 2019 (6 weeks)	Draft charging schedule	Regulation 19 – pre-submission publication	Same documents published (with revisions if required) as agreed pre-submission versions	Cabinet and Full Council decision to proceed to pre-submission publication and submission of LPR plus draft charging schedule
Quarter 2 2019	Submission	Submission	Submitted for examination	n/a
Summer/Autumn 2019	Examination hearing	Examination hearing		n/a
Quarter 1 2020	Adoption (this could potentially happen ahead of LPR)	Adoption		Cabinet and Full Council decision to adopt

<b>Audit Trail</b>				
<b>Consultation</b>				
<b>Name/Position</b>	<b>Lambeth directorate / department or partner</b>	<b>Date Sent</b>	<b>Date Received</b>	<b>Comments in paragraph:</b>
Councillor Matthew Bennett	Cabinet Member for Planning, Investment and New Homes	25.09.2018	01.10.2018	
Sue Foster	Strategic Director for Neighbourhoods & Growth	03.10.2018	05.10.18	
Andrew Ramsden, Assistant Director of Finance - Neighbourhoods & Growth	Corporate Resources	11.09.2018	20.09.2018	3.1 - 3.4
Alison McKane, Director of Legal Services and HR	Corporate Resources	25.09.2018	26.09.2018	
Brian Hurwitz, Partner	Sharpe Pritchard	13.09.2018	24.09.2018	4.1 - 4.9
Henry Langford, Democratic Services	Corporate Resources	21.09.2018	24.09.2018	4.10
Sandra Roebuck, Director of Growth, Planning & Employment	Neighbourhoods & Growth	11.09.2018	14.09.2018	
Michael Munnely, Head of Business Development & Investment Monitoring	Neighbourhoods & Growth	07.09.2018	11.09.2018	
Rob Bristow, Assistant Director of Planning	Neighbourhoods & Growth	20.09.2018	05.10.2018	

<b>Report History</b>	
<b>Report deadline</b>	05.10.2018
<b>Date final report sent</b>	05.10.2018
<b>Part II Exempt from Disclosure/confidential accompanying report?</b>	No
<b>Key decision report</b>	Yes
<b>Date first appeared on forward plan</b>	23.07.2018
<b>Key decision reasons</b>	2. Expenditure, income or savings in excess of £500,000 <b>AND</b> 3. Meets community impact test
<b>Background information</b>	<a href="#">Planning Act 2008</a> <a href="#">The CIL Regulations 2010</a> as amended <a href="#">Communities and Local Government Planning Practice Guidance</a>
<b>Appendices</b>	<b>Appendix A:</b> CIL Allocations and Drawdowns to June 2018 <b>Appendix B:</b> Amended Regulation 123 List <b>Appendix C:</b> Map of Proposed CIL Charging Zones for PDCS 2018 <b>Appendix D:</b> Comparison of Current Lambeth CIL Rates with Other London Boroughs (without indexation)

	<p><b>Appendix E:</b> Comparison of Current Lambeth CIL Rates with Other London Boroughs (with indexation)</p> <p><b>Appendix F:</b> Detailed Projections – CIL Income</p> <p><b>Appendix G:</b> Graph of CIL Income Projections</p> <p><b>Appendix H:</b> Consultation Plan</p> <p><b>Appendix I:</b> Infrastructure Delivery Plan</p> <p><b>Appendix J:</b> Viability Study</p>
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